

(Demo) Civilian Conservation Corps



FWSCCC-042

STATION LIBRARY

Malheur Refuge

May Narrative Report Camp Five Mile, BF-1

Burns, Oregon

Submitted by Geo. W. Beers, Chief Foreman,

Construction Maintenance

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Register of Personnel for Refuge and Camp Five Mile, BF-1
May 1937

R E F U G E

John C. Scharff	Acting Superintendent In Charge.
H. D. Willis	Irrigation Engineer Water Control & Development.
George M. Benson	Reservation Protector Nesting Studies
Fred A. Anderson	Assistant Clerk In Charge Central Office.

CENTRAL REFUGE OFFICE

Zeno H. Dent	Junior Clerk, Purchasing Section
Forrest A. Carpenter	Junior Clerk, Accounts Section
Charles W. Johnson	Ass't Messenger, Delivery & Supply Section.

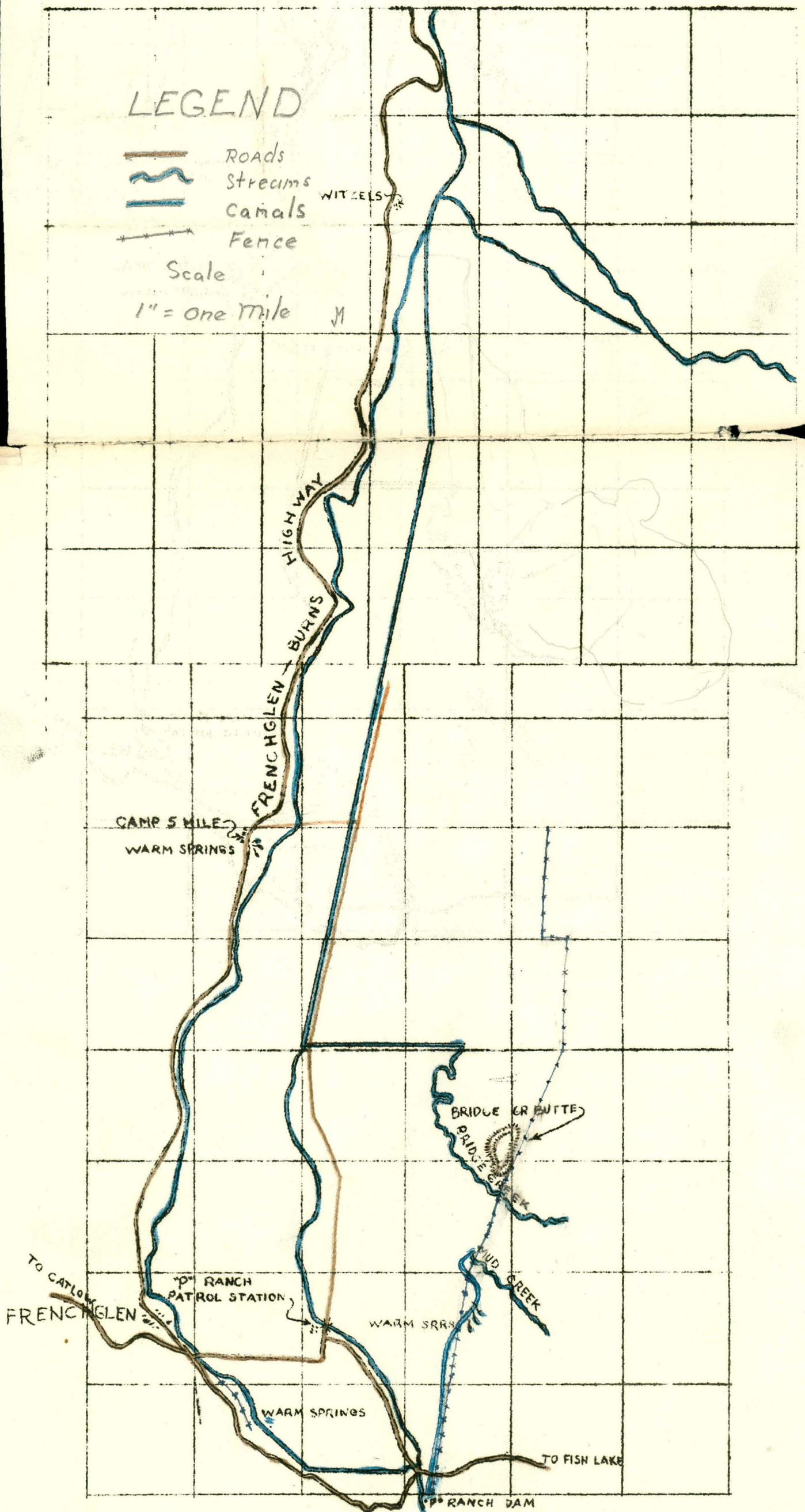
CAMP FIVE MILE, BF-1

Geo. W. Beers	Chief Foreman, In Charge
Elmer T. Ash	Foreman, Telephone Construction.
Louis L. Mace	Foreman, General Construction.
Marcus J. Haines	Squad Foreman, Fence & Carpentry.
Esley J. Moon	Machine Operator, Speeder Dragline.
Nels Jensen	Camp Mechanic, Maintenance of Equipment.
Bartholm Nelson	Carpenter Foreman, P Ranch Renovation.
Charles Clark	Ass't to Technician, Surveys & Mapping.
Carl H. Barge	Blacksmith, Iron Work.

LEGEND

- Roads
- Streams
- Canals
- Fence

Scale
1" = One Mile



Quarantine of, Buena Vista Camp, for Scarlet Fever held up our fence and bridge building work the first half of the month, as material needed on these jobs were there; soon after, Camp Five Mile went under quarantine and work progressed nicely; of course, all recreational trips were curtailed which made the boys rather dissatisfied.

Carpenter, Nelson, has progressed nicely with the "P" Ranch House renovation. When the paint, doors, oak flooring and paste filler arrived, things began to take on a finished appearance. All casing, base shoe, doors and etc. were painted, two coats inside. Laying of the hardwood floor went very fast, with two working in each room; considerable noise was heard from hammers and saws. Picture mold and base shoe was fitted and placed in all the rooms, a total of 1000 lineal feet. 300 sq. ## yds. of white coat, in baths and kitchens, was sized, sanded and painted two coats of paint. 3500 sq. ft. of flooring has been sanded, two runs. A sander was hired from Burns, and the light plant was temporarily removed from the Osgood Dragline for a power unit to run the sander, which was set up Monday, afternoon. The sanding job was completed by noon on Thursday, or two and one half days for 3500 sq. ft. Some hand scraping around the edges was necessary and three rooms are completed, that is the paste filler rubbed into the seams, flaws, cracks, and cleaned ready for the varnish Monday, morning, June 7.

Two toilets, 4' x 5' x 7' with a half pitch roof were built and painted, one coat of white paint. These are fly proof ventilated and light inside with a automatic closing seat. The ventilation is provided by two 6" openings cut on both sides 6" from the floor of the standing room compartments and screen placed over these, then one gable end has nothing over it but copper screen, which provides ventilation as well as light. The pit is ventilated by a 4" gale cut near the bottom at the back and then three 1" x 4" pieces nailed together in a water trough fashion and the open part nailed to back wall of toilet with top end left off of trough with a screen over it. The doors are equiped with screen door springs.

Two tables, with seats attached have been constructed and two coats of, Soleproof, a hard drying varnish applied. This is put out by the, Pittsburg Plate Glass Co., and is weather resistant and costing only, \$2.75 per gallon.

Two garbage pit covers, 4' x 4' were also made. There is a platform of lumber layed on 4" x 4" sills with an upright box 30" high made of four 1" x 12" which is placed in the center of the platform with an automatic closing lid to keep flies out. The garbage is put in through this upright box and of course this pit cover is placed over a hole dug in the ground and when one hole is almost full, the cover is moved to another pit and the full one buried.

Five ice cans have been received and are being made into stoves to cook on; they will be placed on rock foundations.

These toilets, tables, garbage pit covers and stoves will be placed at the camp ground around the dam, when final plans are made, as to the proper location for each.

The Osgood Dragline is working on the east side canal constructing $1\frac{1}{2}$ miles of canal with a 20 ft. bottom; the first 3 weeks it ran double shift. This canal has necessitated the construction of $\frac{1}{2}$ mile of truck trail on the east side of the Refuge, which has been completed. The Speeder Dragline ($\frac{1}{2}$ yd. bucket) is working on the river sloping using the earth for the continuation of the center patrol road. A paid operator operates one shift and an enrollee the other; completing $\frac{1}{2}$ mile of this work. A machine with longer boom would work better; however the soft footing would not hold a larger shovel without large mats.

The Cletrac Diesel "40" is broken down and has been since the 15th of May, awaiting parts. As soon as it broke down a wire was sent for the repair part, No. 46128, body assembly (upper) (C-1) casting No. 16451D for oil pump, includes 2-38183 bushing. A part came and it was the same type of part but too small for this Cletrac. It was returned together with the broken part and requested the correct part which arrived to-date, June 6.

The new nursery has been ploughed, leveled, fenced and planted, or set with trees, cutting and seed. The fence about the nursery is rabbit, and deer tight. Posts were set 16' apart 30" deep with corner and gate posts set 40" deep. A trench was dug 6" deep and 12" wide. Wire netting then put on the bottom of the trench and spread flat back from the upright portion of the fence 12", this part lying flat prevents rabbits digging under as they are not smart enough to back away from the fence to dig and when digging down next to the fence the netting wire prevents their getting through. Five barbed wires were then stretched and two netting wire 30" high placed over the barbed wire with two additional barbed wires on top of the netting wire and upright stays put between each post and wired into place on each barb wire. The fence is 8' high and 85 rods around the enclosure.

On the 27th everything came to a standstill, but the Boca Lake fire, which was sighted by Patrolman, Morgan, at about 9 A. M. He was about one mile from camp when he picked up the smoke, which was thought to be in Boca Lake. I got into my personally owned car (which is not governed) opened it up, passed a crew of four men working on a cattle guard near camp, told them to get the rest of their crew and head toward the smoke, I continued on to the fire which was in Boca Lake bed. The area burning was over five acres. I continued on to another crew, of 25 men, just over the Hill and sent them to the fire. Foreman, Ash, saw the smoke and went to investigate and I asked for his crew or a total of 95 men on the fire by 11 A. M. The fire was coralled five different times but the boys had no fire fighting

experience and could not realize that the fire had to be watched on all sides of them all the time. The wind was quite strong and the peat tules and grass ignited very easily by any small spark. The fire ran over the top of water burning down but scattered tules. One fire line which was expected to hold was a ditch 4' wide and full of water but the fire jumped this, the wind changed and the fire went over the ditch, spreading everywhere, burning a narrow neck a distance of nearly $\frac{1}{2}$ miles in less than 10 minutes. Several boys were surrounded by fire and had to back fire to keep from getting scorched. An RD-7, which was wheeled into action was strengthening the fire line and the wind changed again, the RD-7, mired down and the fire went out of bounds again and it was necessary to back-fire around it to save it; the men had to lay on the ground to keep from being suffocated. Our entire camp, except Army overhead, was then on the fire and 50 Buena Vista men relieved the Sod House night crew, with Five Mile taking the 4 A. M. shift to relieve Buena Vista. The fire kept getting over the line all night but was put out as soon as a spot was sighted. Sod House men were trained in the, Boise National Forest, in fire fighting technique. The second day the three camps divided their crews into four shifts over the 24 hour period and trenches were dug down to water to prevent the spreading of the peat fire. Then the RD-7, was used on part of two sides to push all the peat to one side and with the grader make a deep ditch which was filled with water, as one crew was busy diverting water into the old lake bed. It was necessary to keep a large crew on the fire line as the wind kept blowing fire across the line which ignited the grass and tule lying on top of the water. The two new pumps were put into service pumping water on to the edge of the fire line to put it out and lessen the danger of fire blowing across the line. The dust and ashes from this fire contained some kind of mineral which took the skin off of ones face whenever perspiration came to the surface. The wind increased picking up this silt in such quantities that at times you could not see another person standing beside you and could not breathe unless you lay flat on the ground putting your head on your arms. There were not enough goggles to go around and the dust goggles could not keep out the dust. A wire was sent for 30 pair of goggles, which are now in use. These keep out part of the dust when the wind is blowing, which it does at times every day. We are flooding all the area possible with the present, makeshift, ditches we have dug, by grader and by hand, and using the two new pumps recently received. Three shifts are working on the fire; they are: 2:30 a.m. to 8:30 a.m., 8:30 a.m. to 2:30 p.m., 2:30 p.m. to 8:30 p.m. Telephone communication was put in effect by a temporary line, run from the main line to the fire.

The area burned is approximately 350 acres. Fire has been put out on about $\frac{5}{6}$ the total area. The remaining part will have to be put out by the use of fire pump hose and the area too soft to reach by pump by use of bucket. Peat will burn while floating down a stream.

Geo. W. Beers
Chief Foreman, C&M

Sunday, May 2, 1937, Steele, Mace and myself went over in the Parker field to construct a dyke to keep the water out of Boca lake. I ran the grader, Mace operated the Cletrac diesel pulling the grader and Steele operated the Caterpillar RD-7 diesel with the Bulldozer. We completed about a mile of ditch, that day. This ditch was ten feet wide and two feet deep. We also bucked up about 800 cu. yards of dirt into a levee.

The next day I took a crew of seven men to construct the bridge at Witzels. While I was working down there the Cletrac Diesel pulling the grader broke through the river bridge at Battersons'. We got it out the same afternoon. This bridge is not repaired as yet, due to the lack of material.

The grader and Diesel cletrac were used to process the road between the Witzel house and Frenchglen. This took about five days.

Besides this the grader crew completed about a half mile of the east patrol road. Some of this was awful rocky and had to be ripped up and the rocks thrown out by hand. About 60 cu yards of dirt was hauled by dump trucks to fill in the holes left when the rocks were removed.

The "55" DBHP Cletrac was used to buck brush out of the way so the Osgood shovel could construct the east diversion ditch. About a mile and a half of this was done. Besides this it leveled down this ditch bank, the bottom of the ditch, and bucked out rocks the shovel was unable to get.

One of my crew put two galvanized 16 inch culverts between Frenchglen and the bridge across the west diversion ditch on the road between Frenchglen and the P ranch.

The Osgood shovel got mirred down May 30th. This shovel weighs 44 ton. With the aid of the new block and three hundred feet of new one inch cable, bought by Mr. Scharff for such occasions, and using the Hyster on the RD-7 to pull with, we had the Osgood out in 30 minutes after we got our cable rigged.

The Cletrac 55 bucked in 500 cu yards of dirt to raise the fill across Bridge creek where the Osgood was mirred down. Here after our heavy equipment will be able to cross here without danger.

From 12 to 15 men were used to saw wood and on general cleanup. They sawed and ricked up between 20 and 30 cord of wood at the P ranch. They also cleaned up the old P ranch dump ground. This was quite a job as junk has been dumped there for the past 20 years. Willows and brush had grown up through rolls of old wire, machine parts and other junk. This was a mighty slow-tedious job.

The 27th a fire broke out in the White field and all men, including my crews, were rushed to it. It started at ten a. m., and was well under control at six p. m. Since then we have all been working getting water on it. The RD-7 and and grader was used to make a ditch around the east and south sides of the fire. Now we have water all around the fire except for a half mile on the east side. This peat burns quite deep and has to flooded before it will go out.

Elmer T. Ash
Junior Foreman, C&M

Work on the "P" Ranch this month has been mostly, inside finishing. About 200 square Ft. of cabinets have been completed. 2,200 ft. of oak and 800 ft. of Fir flooring has been layed. About 500 lineal ft. of base and base shoe have been placed, 15 of the doors have been hung, all of the, 47, windows have been given two coats of paint. The base and doors are being painted as fast as they are put in place.

The 200 ft. sewer line and septic tank are completed. The boys have also built;

2- 4'x 5' out side toilets,

2- 8'x 32" tables,

2- 4'x 4' garbage pit covers, to be placed at the camp grounds.

One 16' span bridge was built by the boys.

Bartholin Nelson
Carpenter Foreman

Saturday, the first of May, I took three trucks, driving one myself and enrollees driving the other two. Each of us had a helper. We went down to what is known as the White Granary. Here loaded 67 sacks of barley on each truck and started for Burns. This grain was raised on the Refuge by Mr. Wetzel and was being shipped to Tule lake for seed grain.

I was driving the leading truck and as crossing the west diversion ditch about a quarter mile from the Witzel house the rear wheels of the truck broke through the bridge, leaving the other two trucks marooned on the wrong side of the ditch. I decided it was easier to take the truck out forward and build a temporary bridge for the other two trucks to cross on. By the time we had gotten the truck out and gone to the "P" Ranch for material for the bridge, built it, delivered the grain to Burns, and returned to camp it was 10 P. M. Quite a long Saturday. Foreman Ash took a Dodge truck and we distributed the load on four trucks

Sunday, Mr. Mace, Mr. Ash and myself went with two "Cats" and grader to make a levee to hold water out of Boca lake so the Osgood dragline could work on the east side canal. I bucked up between 700 and 800 cu. yds. of dirt that day with the RD-7, Cat.

Monday the third Mr. Mace and I took the regular Cat. driver and grader man (enrollees) out and completed the job.

From the fourth to the fifth inclusive I was working with the Cat. Crew burying junk, cleaning up junk piles and driving the Cletrac Diesel, towing the Speeder dragline from Frenchglen around to Center Road where it is working down the canal bank and sloping it, the dirt being used for road bed or continuing the Center road.

From May sixth to 27th inclusive, I with a crew of from five to seven men have been working at the nursery and planting grain. We planted more than a thousand small seedling trees, pine, fir, spruce and Chinese Elm.

It took so long to prepare the nursery as it had to be leveled, ditches made and head-gates put in before we could plant the trees. I was afraid some of the trees would die, however these trees have been planted since the tenth and so far only eight have died. We also planted better than 500, lombardy poplar and golden willow cuttings. These. I think

are all going to live. We planted 1,500 wild plum seeds, these grow around, Lake-view, Oregon and ought to do well here. Mr. Benson, brought some locust seed from Mississippi, and I planted 200, of these. One of the Missouri enrollees, a leader, Archer, by name, gave me some Jack Pine seed he'd brought from home. I planted 38 seeds. I put wire around these so no one would hoe and cut them off if they started.

We planted 3 acres of barley; finished planting this the 18th and it is now about three inches high and doing nicely. One and one half bu. per acre was sown broadcast.

The rest of the time was spent hoeing weeds and pulling weeds from around the smaller plants in the old nursery and irrigating the new one.

There are about eight deer that stay just above the nursery; they are not a bit wild, there is a duck nest about 100 ft. from one corner of the nursery. This makes it very handy to study their habits and ways.

The morning of the 27th, a fire broke out in Boca Lake. It burned over several hundred acres. This peat ground burns like manure so it is necessary to flood it to put out the fire. It was under control by 6 o'clock the night it started. I have had a crew of ten men patrolling it and working at getting the water on it. We arrive at the fire at 2:30 A. M., and leave at 8:30 A. m. There are probably a good many wild fowls nests burned up in this fire as I have found several nests ~~xxxx~~ mostly duck nests around the edge of the fire, although I haven't been through the middle of the fire very much and have not found any nests burned.

The other morning two deer crossed through the center of the burned area.

William E. Steele
Junior Assistant to Technician

This month, the boys and I, have been kept real busy. In the beginning of the month, we completely painted a Chevrolet stake, truck. Using a spray gun. It worked very well.

Minor repairs on the Speeder dragline were made. Several new parts were needed. These were quickly ordered and replaced.

A complete over haul of the RD-7's starting motor put this equipment in good shape. Also a new hyster wench was assembled and attached to the rear. This completely equips this machine. Small repairs were needed and made on the Diesel power unit.

The trucks were kept in good running condition by constant checking and repairing. A check-up being made each evening. If any fault is found, it is repaired immediately. By this system we are able to find trouble before it is too late.

The latter part of the month was a busy time for everyone. In these last several days an enormous amount has been done. Long hours have been spent in keeping equipment in shape due to a pest fire which has been burning for the past five days. My time was spent in adjusting power units for two pumps used, and seeing that all equipment was kept going

Nels Jensen
Mechanic

n My crew, during the past month, has consisted of from 20 to 25 C.C.C., boys.

We have completed 393 rods of fence, and have taken down 320 rods of old fence. One hundred and sixty two fence jacks have been built.

We built a fence at the new nursery which is 25 rods around. Woven wire was buried into the ground to keep the rabbits out. This fence is eight feet high to keep out the deer. Two rolls high of woven wire were put on and two barbed wires were put on above this.

During the past week we have been working on the Bolca lake fire. Digging trenches, running water pumps, and building dams. We have also done some work on check dams and levees.

The boys are learning many things which are of help to them in making better progress at their work.

Bird life is in full swing with nests and eggs everywhere.

I have managed to find many magpie nests and destroyed the young. One week end I killed 20 half grown young. These birds are very destructive to other birds' eggs and young and it is necessary that they be killed.

This is my last narrative report as I will be leaving the refuge in another week or so. I am glad I have had a chance to work on this refuge, As I have, learned many things of help to me. I hope that I have taught the boys I have worked with things that will be of help to them.

Wesley Batterson
Squad foreman of Labors

During the first part of this month two of my crews worked at irrigating the P ranch. This work is much the same as it has been. The trucks can not get to work because of the water. The boys have to wade considerable distances to get to and from the trucks.

One crew cut stays for the fencing job. These boys also had to wade to and from their work. After cutting the stays they had to tie them in bundles and float them across the river to the road so they could be loaded in the trucks. This was very slow work, but the boys worked hard and got out a lot of stays.

I also had one crew of men building cattle guards. They completed one guard. That was a very hard job as the hole was shot in solid rock and was not level. It took quite some time to level and fix it. They have done a fine job.

The same crew dug a hole for another cattle guard and it is all ready for pouring concrete. They also set six large fence posts in cement, hung three gates and fixed the fences to the gates.

The latter part of May, a fire broke out in Boca Lake. The boys all had to fight fire. They were all very willing and did not complain about the hard work and long hours.

The wind blew the first few days of the fire and added to all the discomforts of fighting fire by blow-ashed into the boys eyes. Several of them received minor burns and some of them have sores caused by the lye in the ashes.

I took one crew of men and turned water down to the fire. This was one of the most unpleasant jobs. We had to work in water above our waists for hours at a time. The river water was cold and so were the days. Some of the boys caught cold and two of them took sick.

We had to pack lumber on our backs about a mile and then build a raft and pull the lumber up the river about a mile. Here we built another dam.

Louis L Mace
Junior Foreman, C&M

This month my helper and I have completed many odd jobs in the shop. A good part of the time was spent in repairing metal parts for the various pieces of heavy equipment.

A number of different types of chains were made and repaired. Some of these required new hooks and eyelets. A chain stretcher was wrought for the dragline. This is used to stretch chain while repairs are being made. Chisels, crow and digging bars, picks, axes and shovels were repaired and sharpened.

Bolts, hooks, hangers, and hinges were made for the cattle guard job.

Several wooden ladders reinforced with iron were constructed for the P ranch job.

General repairs requiring blacksmithing were made on the Cats, dragline, and trucks.

These last two or three days have been spent in fighting the Bolen lake fire. Steele and I were on the early morning shift from 2:30 a. m., to 8:00 a. m. With a crew of enrollees we diverted water, built up levees and dug ditches. This was necessary in a trying to flood out the fire. Peat fires are hard to manage because they burn so deep. With the untiring efforts of the three camps the fire has been placed pretty well under control. If the water plans work out, as is hoped, the fire should soon be put entirely out.

C. H. Barge
Blacksmith

On arriving at fire area, May 27, 3:30 P.M. 1937; the first men contacted were Batterson and Mace, they each had a crew fighting the fire, later contacted Mr. Beers, Mr. Green and others, on the fire line.

Beers, Batterson and Mace report seeing several duck nests destroyed by the fire earlier in the day. Owing to the severeness of the heat and smoke it was dangerous to enter upon the burning area, the fire was still spreading over the north and west side.

On May 28, practically all day I assisted in the fire control work. Some of the boys reported seeing several ducks nests that were destroyed by the fire.

On May 29, devoted all day to fire controll work. Several nests were reported seen today some of the fire fighters.

On May 30, I made an attempt to go over the burnt area, but owing to high wind and heavy clouds of ashes I had to give it up. No nest was reported seen to-day.

On May 31, I walked over about 2/3 of the burnt area, beginning at the north end and walking back and forth until I had reached the south end of the burnt area. I found 10 ducks nests that was totally destroyed, and numerous small piles of crushed eggs shells or last year nests. Practically all the ducks nests found within the fire or burnt area, were in the heavy tule growth on the south and west side, where there was some seepage water prior to the fire.

No nest was found on the higher or grassy area where the cover was slight. Several short eared Owls nested on this area, but I did not find any eggs, Batterson reports of seeing one young and he assisted it to a safety place.

Possibly many nests were destroyed just out side the fire area by the drifting ashes covering them up. Without a doubt, many insectivorous bird nests were destroyed.

I estimate 40 duck nests were destroyed directly or indirectly by the fire over an area approximately 600 acres. The species of ducks observed were the Mallard, Gadwall and Teal. The nests possibly will average 7 eggs to the nest, or a total of 280 duck eggs, destroyed.

On June 2, I made another trip over the burnt area and all nests found are included in the above estimate. The Ravens were working all over the burnt area and the flooded area, cleaning up all the burnt eggs and the eggs that were flooded in the vicinity of the burnt area. Possibly thousands of meadow mice were destroyed by the fire.

The work performed by the Junior Engineer and his crew of four men will be described under the two headings:

1. Field work.
2. Office work.

Because most of the work performed during the month of May, was field work, that phase is described first, following the list of personnel.

PERSONNEL

Edwin O. Wilson-Junior Engineer, incharge of party.
O. Fisher-truck driver.
M. Sparlin-head chainman.
E. Miller-rear chainman
B. Fitch-rear flagman.

FIELD WORK

Because a topographic map is needed on which to base plans and designs for construction work on the Refuge, we have concentrated our efforts on producing such a map. Instructed a map Unit 3 first, we established a traverse line around that unit. Distances between traverse stations were measured with a steel tape to the nearest foot; angles were measured with a transit to the nearest minute. Traverse stations were established at points where the surrounding territory could be mapped best with a plane table. The establishment of bench levels on this traverse and the plane table work has been held up, pending further orders, as other units are now considered to be of more importance.

*Suggestion:

To insure the success of all future construction work on Lake Malheur Refuge, a system of horizontal and vertical control should be established. Such a system would provide an accurate base for surveys of the individual units. By starting an individual survey from a point on the net covering the whole Refuge, all surveys will be tied to the whole and when all units are completed, will provide a map that is absolutely accurate because the parts will match correctly. Although it will require several weeks to lay out part of such a system, we would eventually save that much time by having the individual surveys tie in exactly.

Several thousand feet of cut-and-fill earth work on the Center Road Canal and the East Highline Canal were cross-sectioned and staked for the draglines.

Two reconnaissance trips were made, without my crew. One day was spent in covering Unit 3 on foot, examining the topography and developing a plan for surveying it. The other trip was made up the lower canyon of the Blitzen river on a search for suitable sites for a stream gauging station. Several sites were found, one of which will be adopted and a station established. Stream flow records are necessary for planning the future development of the Refuge using water from the Blitzen river. The gauging station should be established now.

OFFICE WORK

The only project carried on in the drafting room has been the matching, auditing and assembling individual aerial photographs of the Refuge to make a mosaic. That portion of the Refuge between Witzels ranch and the mouth of the box canyon of the Blitzen has been assembled. Because of errors made by the pilot who photographed the valley, the individual pictures do not match as they should and the scale of the finished mosaic is not constant. However, the picture map helps us greatly to understand the relationship of the various parts of the valley. This map will not only help in planning and designing major structures on the Refuge but will be of aid in planning any activity on the Refuge.

At odd times two members of the crew have been employed in painting three stadia rods to be used by the party in making the plane table surveys. These rods were made carefully, and compare well with manufactured rods.

Edwin O. Wilson
Junior Engineer

MINUTES OF THE SAFETY COUNCIL MEETING

May 5, 1937

Mr. Beers, Camp Superintendent, informed all personnel present that the ladders on the trucks must be kept in good condition and used at all times. Also safety bulletins must be posted in all trucks.

It has been mentioned before, but because of a recent mishap, all enrollees will again be warned of the presence of poisons placed in various sections of the Refuge. Vacant buildings is an ideal place to distribute this substance. It is there for one purpose only, that is to eradicate certain destructive and harmful vermin. Therefore enrollees working in the field are not to go near nor touch anything labeled poison. A request was made to store all poisons in the powder house.

Mr. Nelson suggested having the Blacksmith make a number of long metal rods. He explained that attached to one end would either be a large red flag or an large wooden sign with the proper wording inscribed thereon. These signs will be set in the center of the road that is closed or under construction.

Mr. Ash said that he has, several times, picked up tail gates. A general discussion on this topic ensued, where upon it was decided to enform all truck drivers of the necessity of their keeping a better check on equipment. Explaining further that it is one of their responsibilities.

Mr. Sturman, Camp Educational Adviser, mentioned the fact that he is now teaching a course in auto mechanics. This would include truck driving, regulations, safety on trucks, etc.

Lt. Blondis, Camp Surgeon, stated that in event that an accident occurs during the week, that it become a funtion of the Safety Council to completely analyze these accidents. An effort will be made to discover the cause and eliminate such future misfortunes. This followed by a general discussion by everyone. Lt. Blondis then suggested that all minor accidents be reported immediately to the Infirmary and also to the Biological clerk, right after work, as has previously been explained to all enrollees.

MINUTES OF THE SAFETY COUNCIL MEETING

May 12, 1937

Mr. Beers, Camp Superintendent, requested that it become mandatory that all truck drivers make a more thorough check on their equipment. Also that the foreman make a check along with the driver to make sure that the vehicle is in proper condition. This check up will take place at the usual time, directly after work. A general discussion as to parts requiring special attention followed.

Mr. Barge brought out the fact that all drivers should be careful and not run over any snakes, particularly rattle-snakes. This is very dangerous in that the fangs might penetrate the tires. When the tire is changed, these fangs still present might poison the truck driver.

May 19, 1937

Mr. Batterson said that some men on his crew, handling wire, did not have gloves. Mr. Sturman informed Mr. Batterson that gloves may be had if the men would report to the supply room and request them.

Mr. Barge asked if more than one man was allowed to ride on the Caterpillar. Mr. Beers explained that two and only two. No enrollee was to ride on the sides, front or rear, but only in places provided for operators.

Mr. Beers suggested that all truck drivers should to park their vehicles parallel with the hill, if they must park in such a place. Mr. Beers and Mr. Jensen agreed that if drivers park headed down hill put the car in reverse, if headed up hill put the car in low.

MINUTES OF SAFETY COUNCIL MEETING

May 26, 1937

Mr. Batterson reported that one man on his crew cut his leg while attempting to climb over a fence. It was recommended by Mr. Beers and Mr. Batterson that all men climbing over fences be instructed to climb over at a post, resting most of their weight on the post.

Mr. Beers stated that he had seen a man riding in the dump body of a dump truck last Saturday. He added that he had punished this man for having violated a regulation on which the man had just been informed namely; "No enrollee shall at any time ride in the back end of a dump truck."

Leader, Eugene Brady, asked if there was any way of getting rid of mosquitoes. Mr. Beers replied that the mosquitoes would be here until the hay is cut and the swamps dry up.

Meeting adjourned at 6: P. M.



New concrete side walk at the P ranch.
Considerable amount of dirt will have
to be hauled to fill in.



Boy building toilets at the F ranch
under carpenter Nelson's supervision.
These toilets are to be moved to the
camp ground area above the dam



Working in the new nursery planting Conifer trees.



Fence around the nursery. Note the height necessary to keep the Deer out. What appears to be stakes in the nursery are cuttings of Poplar trees.



General view taken east of the P ranch dam.



Putting in willow stays on the west side boundary fence just above Frenchglen. After these stays are wired into place the tops are cut at a uniform height above the wires. They cannot be cut prior to being placed as the ground is uneven and each stay must touch the ground.



Assembling a portable Cattle guard form on the west side boundary fence, Steens Mountain road.



Mixing the cement ready to pour the cattle guard. Note the hopper on the left of the mixer, it is filled with the sand, gravel and cement. As soon as one batch is mixed another one is dumped in from the hopper, thereby, no time is lost by the mixer.



Pouring the cement into the forms.



Osgood Dragline digging the
east side canal.



Ripping up rock making a
new road around the above
canal as the old road crossed
and recrossed the canal.



Picking rock out of the
road under construction.



Sawing scrap pile of
various old fence posts
and scrap boards into
wood at the P ranch.



New bridge and diversion
gate on the west side
canal near the P ranch
dam.

DISTRIBUTION OF ENROLLEES

JOB NO.	CLASS NO.	DESCRIPTION	CC MAN DAYS LABOR EXPENDED		
			PREVI'S REPORTED	THIS MONTH	TOTAL
4401	409	Water Con. Str.	0	3	3
4402	131	Levees & Dykes	587	62	649
4403	1018	Grade lines	0	0	0
4404	404	Earth Excav.	1346	79	1425
4405	903	Lake & Pond Dav.	325	252	577
4406	408	Rip rap (Br. Will)	59	15	74
*	407	Rip rap, Rock	125	0	125
4407	202	Truck Trails	5261	77	5338
4408	110	Ren. Cottages	2333	333	2666
4409	131	Fences	3308	557	3865
4410	149	Cattle Guards	349	168	517
4411	1012	Prep. Trans. Mat.	1136	51	1187
	1020	Surveys, Lineal	7	0	7
	1021	Surveys, Topog.	45	36	81
4412	902	Food Cover. Pltg.	0	4	4
4413	706	Mvg. Pltg. Trees	0	60	60
4414	104	Vehicle Bridges	386	64	450
4415	503	Nursery	331	103	434
	601	Forest Fires	21	277	298
4416	705	Land Scpg. Undiff.	0	0	0
4417	116	Look-out Towers	0	0	0
4418	906	Wild live, other	0	0	0
4419	711	Pub. Camp Grounds	0	34	34
4420	703	General Cleanup	890	388	1278
4421	709	Oblit. Pits	229	0	229
4422	713	Raz. Undes. Strs.	707	18	725
4423	718	Concrete Walks	18	0	18
4424	140	Tel. Lines	226	8	234
4425	1020	Lineal Surveys	0	0	0
	111	Equip. & Storage	49	9	58
	120	Win. Tr. Shelter	417	0	417
	315	Quarring	129	0	129
	317	Hauling Cr. Rock	14	0	14
	401	Clean. Cl. Channels	2287	0	2287
	411	Water Water Con. Str.	710	0	710
	1010	Mark Bounds	33	0	33
TOTAL				2675	